

Last night the new steamer *Hai-Mun*, for the Douglas Steamship Company, arrived in the harbour. The *Hai-Mun* was built by Messrs William Hamilton & Co., Port Glasgow. She is for passenger traffic and cargo-carrying between Hongkong, Swatow and Formosa. The dimensions of the vessel are:—Length, 240 ft.; breadth, 35 ft. 6 in.; and depth moulded, 15 ft. The vessel is fitted with triple expansion engines by Messrs Harland and Wolff, Glasgow, with cylinders 22 in., 36 in., and 56 in. in diameter respectively. The boiler has a pressure of 160 lb. The nominal horse-power is 200. The *Hai-Mun* has accommodation for sixteen first-class passengers and 600 native passengers between decks. The guaranteed speed of the *Hai-Mun* is 12½ knots an hour. Captain F. D. Goddard is in command of the vessel.

From the report of the Yangtze Insurance Association, Limited (Messrs Shaw and Co., Hongkong Agents), we learn that the working account for 1895 and former years shows a balance at credit of \$184,360. The Directors recommended a special dividend of 10 per cent (\$5 per share), which will amount to \$1,000,000, and leave a balance of \$184,360 to be carried forward. The net premium earned in 1895, after deducting cost of reinsurance, premium returned, &c., amount to \$595,200, and the account shows a balance at credit of \$234,832. The Directors recommended a dividend of 10 per cent (\$6 per share), to place \$30,000 to Reserve Fund, bringing it up to \$400,000; and to carry forward \$203,144. Claims paid during the year amounted to \$38,181; and there are still pending on known losses and casualties about \$90,000. The Exchange and Investment Fluctuation Account has been increased by \$9,910, and now amounts to \$2,210.

The 'Weekly Topical' of the *Singapore Free Press*—In the Spring the statesman's fancy lightly turns to thoughts of War. This annual outward procession of more than 10,000 Russian soldiers, passing through Singapore, is not for purely decorative purposes. There is something in the wind, and before any of us are more than a few months older we shall know a good deal more about it. The *Singapore Free Press* is a surprise party. Say it is the next war. When you see the characters troping into the wings, all made up for the occasion, the curtain will not be long in rising up.

Mr. T. G. Bowles, M.P., is apparently of the opinion that our London streets are not yet noisy enough, and suggested that all cyclists should be obliged to carry a continuously ringing bell. While he is about it he should bring in a measure compelling policemen to be constantly blowing their whistles, postmen to ring on their rounds, and all cabs, 'busses, and other vehicles to carry a horn-blower incessantly 'on the job.' Let the thing be done thoroughly, in fact, while we are about it. No policeman would ever be run down then, because in all probability those who did not emigrate would stay at home all day, and pad the keyholes and window crevices with cotton wool.

There is no doubt whatever (says the *N.C. Daily News*) that the refusal of H.E. Li Hung-chang to land in Hongkong is entirely due to the ridiculous fears of the authorities at Singapore and Colombo. To them every Chinaman, whether he comes from Peking or Canton, is a centre of infection. Before Li left this, he received Sir William Robinson's invitation to a banquet at Government House, Hongkong. After consultation with the agent of the Messageries Maritimes here, he replied that he would accept with pleasure if he could be guaranteed against being quarantined at the British port to which the *Ernest Simons* would have to call. Sir William Robinson telegraphed to Singapore, but it seems that he would get no reply, and his Excellency was therefore obliged to decline the Governor's invitation.

An amusing story illustrative of the present condition of affairs in Germany is given by a correspondent of the *Manchester Guardian*. English residents have found it specially necessary to be guarded in their remarks about political events when in public places. The writer states that to his knowledge one Englishman was halted off to the police-court for an alleged indiscreet reference to the Emperor, uttered while about to sit down to dinner, and had to pay a fine of ten marks by way of *honorarium*. One Englishman, however, was equal to the emergency. He was taxed by a German police-officer with publicly using an uncomplimentary epithet with regard to the Emperor. 'You are quite mistaken, I assure you,' said the Englishman; 'I was talking of the Emperor of China.' 'Well, that gets you out of the difficulty,' said the official; 'there is only one Emperor who is well, who does such things.'

The London and Glasgow Engineering and Iron Ship Building Company (Limited), Govan, have launched the first of their large steel screw steamers recently announced as building to the order of Messrs McGregor, Gow, and Co., London, for the Glen Line of steamers. The vessel, named *Glenloch*, is 400 ft. by 31 ft. moulded, with a gross tonnage of about 4,800 tons, and will have a deadweight carrying capacity of 7,000 tons cargo capacity of about 8,750 tons, and water ballast tanks in double bottom for about 840 tons. The vessel has seven water-tight bulkheads extending to the upper deck, having a water-tight door between decks each to facilitate the transfer of cargo. To enable the vessel to load or discharge cargo speedily, the derricks are stepped on specially constructed columns so placed that cargo can be worked from both sides of the ship simultaneously. There are ten large steam winches. The propelling machinery (being supplied by the builders) consists of one set of triple-expansion engines having pistons 29 in., 47 in., and 77 in. in diameter, all having a stroke of 54 in., and capable of working up to 3,600 horse-power. Steam is supplied by three single-ended boilers constructed for a working pressure of 120 lbs per square inch, and fitted to work with Howard's system of forced draught—*L. and G. Express*.

W. Robinson & Co.'s Pianos are guaranteed for the climate. Pianos repaired equal to new.

There is more religion in sprinkling sand on your feet when you are going to church. Perhaps you say that, but if you can't, don't neglect the pavement.

REPORTED STRANDING OF THE S. S. OCEANIC.

ARRIVAL IN HONGKONG.

News reached Hongkong last night that the British steamer *Oceanic* (Captain Hawkins) had stranded near Taitoo Island. The intelligence was brought to Hongkong by one of the crewmen, who was despatched in a fishing junk by the Captain. The *Oceanic*, for which Messrs Dodwell, Carrill and Co. are the Hongkong agents, is under charter to the Eastern and Australian Steamship Company (Messrs Gibb, Livingston and Co., agents), and was on a voyage from Kobe for Australian ports via Hongkong. She stranded about five o'clock yesterday afternoon owing to the dense fog at the eastern approach to the Harbour, and it was intended that Mr R. Cooke, the Acting Manager of the Hongkong & Whampoa Dock Co., should visit her this afternoon and see what measures were necessary for refloating her. About noon, however, the *Oceanic* arrived in Harbour, and proceeded to her buoy, from which it may be inferred that she sustained no very serious injury. She is advertised to sail for Australia on Saturday next, the 11th inst.

During the afternoon a diver was sent down to examine the damage sustained by the *Oceanic* and report whether it will be necessary for her to go into dock.

Vague rumours were current during the day as to the stranding of the Austrian Lloyd's steamer *Elzetta*, but on inquiry at the office of the agents of the Company (Messrs Sander and Co.), we were informed that they had received no information to that effect.

ANOTHER STEAMER ASHORE.

Information was brought in this morning by Captain Stowell, of the *Chusman*, that the British steamer *Eco* (Capt. Poll) is ashore on the Samoua Group, about three miles South of Lingling and about fifteen miles South of Hongkong; that is to say, halfway between Hongkong and the Gap Rock. The *Eco* left Hongkong for Saigon yesterday. There is every chance, we believe, of getting her off.

The agents had arranged this afternoon for the steam tug *Fame* to go down to render assistance to the stranded vessel.

THE SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held this afternoon. The Hon. F. A. Cooper, Director of Public Works, presided. There were also present:—Capt. H. B. Leithbridge, Acting Captain Superintendent of Police; Dr J. M. Atkinson, Acting Colonial Surgeon; Dr F. W. Clark, Medical Officer of Health; Mr N. J. Ede, and Mr H. McCallum, Secretary. The minutes of the previous meeting were read and confirmed.

ERECTION OF A PIER AT KENNEDY TOWN.
The President said in reference to the application of the Colonial Secretary for the erection of a pier at the Cattle Depot, Kennedy Town, he had laid on the table a plan showing what was the best accommodation to provide. The pier would be 200 feet long and 20 feet wide.

The plan was adopted, and it was agreed to send the plan to the Colonial Secretary.

ADDITIONAL SANITARY INSPECTORS.
The President intimated that the Captain Superintendent of Police had provided additional inspectors of cleansing from the Police Force and four men had been provided from the British port to which the *Ernest Simons* would have to call. These men commenced their duties on Friday last.

RAD WELLS WATER.
The Government Analyst reported that five samples of water drawn from wells situated at 72 Jervois Street, 38 Circular Quay, 144 Cleverly Street, 104 and 115 Hollywood Road, were unfit for potable purposes.

The wells were ordered to be closed.

GROUND FLOORS.
Correspondence was read from Messrs Leigh and Orange concerning the conversion of the basement floors of houses situated at Nos. 146 and 112 Hollywood Road into ground floors by removing the soil from the wall of the houses and replacing it with concrete.

The President moved that the applicants be informed that the Board regrets to see a proposal of this kind carried out, but the Board does not feel satisfied that at present it can prevent it.

FIG STIES AND CATTLE DISEASE.
Mr A. Rumbold, Managing Proprietor of the East Point Dairy Farm, wrote concerning the removal of the fig sties on Farm Lots 46 and 47 for a removal of their licences. The sties were built of the logs of the Company. He strongly objected to the licences being renewed with the view to minimise the danger of infection of disease by the Company's cattle.

The President moved that the circumstances moved that the applicant be informed that the removal of the licences have been granted, and that the matter referred to in his communication appeared to be one outside the duties of the Board.

MORTALITY RETURNS.
The mortality statistics for the week ended 28th March gave the death-rate as 33.9 per thousand per annum as compared with 17.1 for the corresponding period last year. For the week ended 4th April the death-rate was 25.9 per thousand per annum as compared with 18.8 for the corresponding period last year.

THE PLACU.

The President asked the Board to approve of the action taken by the Vice-President, the Medical Officer of Health and himself to prevent the spread of the plague. At the approach of the Easter Holiday he called in the assistance of the Military and Police, and had caused a number of methods to be erected to house those people whose houses were being whitewashed and cleaned. He had also written to the Capt. Superintendent of Police asking that the strict watch be kept on persons arriving and leaving by the Canton boats, and that the officers of the secret service be employed in this work.

The Board approved of the action taken. Dr Atkinson moved that the Board appoint a Committee, consisting of the President, the Captain Superintendent of Police and the Medical Officer of Health, to superintend all matters connected with the lime-washing and house-to-house visitation within the areas infested by bubonic plague. The President seconded.

THE PRESIDENT'S VISIT.
Dr Clark stated that during the past fortnight 588 houses in Nos. 2, 4, 5 and 6 District had been cleaned and white-washed.

IT ALL COMES OUT IN THE WASH.

OR, THE STRATHS AND SPEYS OF DOMESTIC TACOMA.

Air—The Strath came back, couldn't get away, we thought she was a 'goner' but the Strath came back, the very next year.

It was the good 'Strath-mover-aw' that saved the wintery sea, and the skipper his little daughter took to bear him company.

The infant chartered to her Pa. As they crossed the ocean with the ship went not to fast nor fur As the tongue of that female child.

And as they sped across the main And tumbled the salt ocean, They talked about George Francis Train, The Hero of Tacoma.

'Oh, father, I heard George Francis say If dobe-trotters wish to scot Right round the world, the quickest way Is by the Tacoma route.'

'George Francis says Tacoma (Wash.) Is the Hub of the Universe, The City of Destiny, and both Like that, only rather worse.'

'Is there anything in the slightly dreams Of this old crazy chap, Or is the place just what it seems, A fly-speck on the map?'

'And is it true, or is it gush Of no intrinsic worth, That this is the quickest way to rush Around the blooming Earth?'

'Tis true, my daughter, 'twelp me bob! For trotting round this giddy globe! Mid pleasures and palaces though we may roam, Be it ever so humble, there's no place like Tacoma.'

(This verse appears to be a bit of a misfit, but it is a noble sentiment.)

'What's more,' the old man said, 'You bet Your very bottom dollar This steamer, the "Strath-mover-aw" Will bust the records hollow.'

'They have good boats in the C.F.R., But not so good as this Co. Where is the great Olympia, And where is San Francisco?'

'Doomed are the days of all their power, Floating the same they bear, For we can do six knots an hour And never turn a hair.'

'They simply are not in the race Of this Pacific Line, Tacoma ships can make the pace, And take the blooming cake.'

'With ease we set the world ablaze, We never sweat nor stress, But we trot the globe in 50 days, Or forty-nine or less.'

So spoke the gallant captain, while His daughter held her tongue; And smiled a filial, trusting smile, For she was very young.

The ship sped on, or rather crawled Across the ocean wide, Tacoma ships can make the pace, And take the blooming cake.'

'With ease we set the world ablaze, We never sweat nor stress, But we trot the globe in 50 days, Or forty-nine or less.'

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CORRESPONDENCE.

LYNCH FLOM JAPAN.

To the Editor of the 'CHINA MAIL.'

Sir,—I desire you to publish the accompanying letter from Dr Nakagawa concerning certain swamping and unfair statements made by Dr Cantlie about Japanese vaccine lymph. I would add that we have received considerable supplies from Dr Takaki and have always had the most satisfactory results.

Yours truly,
JAMES A. LAWSON.
Government Civil Hospital,
9th April, 1896.

Tokyo, Japan, March 13, 1896.

My dear Sir,—I understand Dr Cantlie on leaving Hongkong made some remarks on Japanese vaccine lymph and qualified them as being 'abominable.' As there are several vaccine farms in Japan it is very probable that Dr Cantlie was in possession of lymph of inferior make, which deserved his censure. Fearing, however, that careless people might be led astray on this question I wish to make it known that there is a vaccine farm belonging to the Sanitary Society of Japan with Dr Takaki as its head. Dr Takaki conducts the Farm under Dr Kitasato's supervision, so that I am sure there can be no question as to the quality of the vaccine lymph. I have tried this, and Dr Cantlie, who he has used the same vaccine, would have been less generalizing in his criticism of the vaccine manufactured in Japan.

Very truly Yours,
A. NAKAGAWA.

P.S.—I am in no way connected with the Vaccine Farm, but if you will get the above inserted in Hongkong papers, I shall be very much obliged.

WATER VERSUS MILK.
To the Editor of the 'CHINA MAIL.'

Sir,—A chemist takes as a basis 83 per cent. of water in milk, and finding 83 per cent. concludes that 6 per cent. of water has been added.

I therefore send you herewith a bucket, originally of pure milk, which I have taken the liberty to add 17 per cent. of water, thus bringing it up to 100 per cent. water. This, I think, is about as good as the 'Tytan Water Works' can turn out.

Yours,
MILK.

'VENEDIG IN WIEN.'
THE VERY CENTRE OF AN INTELLIGENT AND ELEGANT SOCIABILITY.

The following specimen of choice English should prove of interest to our readers:—

Vienna, February 1896.

Sir,—The press, foreign as well as local, has with gratitude it may be stated—frequently, unanimously, and in terms of approval, so flatteringly judged the year passed, the brilliant results of our exhibition 'Venise in Vienna,' that we hope to have some claim to meet with your kind and most valuable notice in the next year's position: 'Venise in Vienna,' renewed in this summer, will present itself spread about while the territorial complex of our establishment to the extent of 50,000 sq. m., and we have endeavoured to enrich and to orn with a multitude of new and really interesting objects these parts of our gardens, which hitherto showed no attractive character.

We intend to offer within the fixed frame, our 'Venise' to the visitors of this year such a multitude and variety of new and original attractions, the display of 1896, will rise far above the considerable success attained in 1895.

We beg you, dear Sir, to notice that in November 1896 we have convoked an international conference for the best modern Italian opera in one act, and that six of the worthiest works, offered to us as means while, shall be performed in the course of the summer season, alternately with other remarkable compositions of the old and new repertory of the Italian stage.

Besides the fact seems to deserve fullest attention, that the Hungarian Millennium-Exposition will most probably carry a great influx of foreign visitors from all parts of the world to Vienna, situated just on the central roads of Europe. Mentioned also it may be, that our exposition will be opened earlier with a month as it was last year, and that it is our plan, to establish for the further commodity of our visitors a *saloon of foreigners* (Salon des Etrangers) without any special fee of admission, a vast reading-room, furnished with the greatest comfort, elegance, and containing the most renowned Journals of Europe and America, the address-books of all principal towns, the prize-lists of all railways and Navigation-Companies, dictionaries in all languages and all bibliographical works necessary in such places.

It is beyond all doubt, that the practical disposition of the matter with the full satisfaction of our visitors, and we are certain to see in shortest time this *saloon of foreigners* being the very centre of an intelligent and elegant sociability.

We recommend those details of our plan to your special attention and also herewith the liberty to send us, whether you would like it suitable to send us for the term of our exposition a gratis-number of your most honoured Journal, which shall be laid on the tables of our reading-hall, to begin with the 10th of April 1896.

The advantages of our proposal concerning the preparation of your paper are so evident, that we think it superfluous to dwell upon any longer.

Attending your kind answer the soonest possible, we are, dear Sir, yours most obediently

Die Direction der Ausstellung
'VENEDIG IN WIEN.'

A HOME paper states:—Rear-Admiral Pleschmann, who is to succeed Rear-Admiral Pleschmann in the command of the Pacific Squadron, is an active, sprightly seaman of fifty-six, who conveys no outward suggestion of the fact that he is a German veteran. Yet he not only took part in the Baltic operations, notably at the bombardment of Bomarsund, but was to the front in no less than five hostile movements in the Black Sea, being exceptionally distinguished for his daring and gallantry during the assault upon Sebastopol after dark. For many years he served in peaceful commissions, and was the senior naval officer at Hongkong during the visit five years ago of the Duke and Duchess of Cornwall, while a few months later he had to make arrangements for the security of British property threatened by the bitter fanaticism of the native rioters, which coincided with several fatal explosions in the Government magazines. On obtaining the rank of rear-admiral he retired from the Hongkong station, his familiarity with which will be of much service in his new position.

ANZIO PIANOS, Art Models, Very fine, \$400/500; Cabin Pianos, small but excellent, \$200/300. W. Robinson & Co.

REUTERS' TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

London, April 7, 1896.

THE UNITED STATES AND CHINA.
It is not expected that the President will act upon the Senate's resolution urging the recognition of the Cuban insurgents as belligerents, which has revived the resentment of Spain.

THE ITALIANS IN ABYSSINIA.
The Kassala Garrison, on the 3rd instant, attacked and partially captured the Derwishes at Tufur. General Baldissera has since ordered the garrison to evacuate Kassala and to fall back on Agordat.

(Hankow Times.)

THE REVOLT IN MATABELELAND.
London, March 30.
The situation in Matabeleland is of the gravest. All the Whites in the Zibabesi district have been murdered and mutilated.

THE DONGOLA EXPEDITION—
DONGOLA, SUDAN.
Canada has offered a Russian regiment, for service in the Sudan.

THE CRISIS IN COREA.
The N.C. Daily News publishes the following:—From a well-informed and perfectly impartial correspondent in Corea:—

THE KING.
is still living in the Russian Legation where, it is to be hoped, he has made himself quite familiar with the place by this time. In the beginning, I understood, he repeatedly took it into his royal head to walk about during the night with a candle in his hand, to the great alarm of several inmates. I do not believe that the King will move back into his Palace, certainly not for the present, but he will probably go over into a place situated between the Korean Consulate and the Royal Korean Customs. To this place the King-Dowager (or Queen-Dowager whatever you call her), the mother of the King, seems to have gone and here on the side a door has been made, so that the King, avoiding the street, can pass through a small side gate along the back of the Korean Legation and through the Customs compound into the place belonging to him. It is expected that he will finally remove to his house altogether, where he will anyhow be surrounded by foreigners. In his big Palace he is afraid of being forcibly put into a 'batter hand'-field, to which, as yet, he has no desire to go.

IN SEUL AND CHUNGKING.
everything is quiet, but throughout the country anarchy prevails, and there is a general rising against everything that is or belongs to Japan. A lot of Japanese have been killed in the interior; only a few days ago news reached here that fifteen fishermen had been murdered on the east coast. In Peking there are now ten Japanese vessels waiting to take everybody who wishes to go away. A Japanese schooner, which went up to Peking to trade with the people there, was not allowed to land anything and came back to Chungking. That under these conditions trade is almost at a standstill is easily understood. I believe it will be for the good if this state of things prevails for another two or three months, when some foreign Power must step in to restore order.

JAPANESE MOVEMENTS.
The Japanese soldiers, I understand, are soon to be withdrawn. In about ten days, my friend, a Japanese Colonel, says they will all be taken from Chungking and a lot of Japanese policemen will come in their place. What the difference is I fail to see. On the other hand, it is a well-known fact that a lot of Japanese coolies have been landed at Chungking and each carrying a red blanket (in which a whole uniform and arms might be hidden) went up to Seoul. A lot of rifles and ammunition have also gone up to Seoul; the peaceful mission of these coolies must, to say the least, be doubted.

FRENCH AND ENGLISH COMPETITION IN SOUTH CHINA.
Bangkok, March 25.
The race for the China trade is growing keen between France and England. It was only the other day that we referred to a telegram stating that China had opened the West River to trade, and now we hear today that France has obtained permission to run a railway from near the Langson terminus of an existing line into the neighbouring provinces, thus taking the West River trade on the flank, and seriously threatening the value of the route by that outlet. It will, of course, be seen from a glance at the map that France has the greatest advantage in this respect, in the race for the trade of south-western China. Tonkin is undoubtedly the natural outlet of the south-west provinces bordering the French possessions, and no competitor can hope for success in this trade if the French are wise and make proper use of their superior advantages. That they are alive to the position of affairs to-day's telegram would seem to show. There is already a French line to Langson, and the Langson mentioned in the Havas wire is a little north of that historic town, and close to the Franco-Chinese frontier. A very little zeal on the part of the French authorities of Tonkin will secure for them the Quang province of China by where France, by the Gêrard Convention, already possesses very important commercial privileges. We may also take it that renewed energy will be brought to bear on the trade routes to Yunnan now that the West River is opened to trade. There are several lines which the French have already in view, and which have been strongly recommended by the French Commission of 1887. The line alluded to in to-day's telegram is also known as the Hanoi-Kwang line via Langson, and was strongly recommended by French experts. This project, we may assume, will now be pushed rapidly forward since the necessary funds have already been voted by the French Government. Another line which we may also hear of very soon is the proposed French railway to Yunnan via Viotri and Luochi, with branch lines tapping the commercial districts of Luang Prabang and the northern Laos. It has long been the dream of French colonial statesmen to tap the districts of South-western China, hemmed in on all sides by almost impassable barriers or prohibitive trade routes. And the probability of commercial relations with an estimated population of four hundred millions of people of whom trading industries have multiplied, and a great deal more than their desire to develop their own colonies in Indo-China. The express purpose of the line to Quang, via Langson and Luochi, is to direct the commercial current of that vast region by Tonkin, as the Yunnan line via Luochi is to prevent the dispersion of trade by Burma, the Siam, the Malacca, and to Bangkok, Canton, Peking and Hongkong. It may also be said that this line is

devoting her attention to the construction of a line from Tientsin through Yunnan and Szechuen to Hankow, which would meet the already sanctioned Chinese line from Peking to Hankow. We appear to be approaching an era of railway construction in the Far East which will materially alter the face of the Orient, and give immense power, influence, and prosperity to the European nations which can arrive first in the field of the great Chinese markets. France has enormous odds in her favour both from her position in Tonkin and the geographical situation of the coveted regions. And if she does not throw away these advantages by dilatory action or ruinous tariffs, there is a future of great commercial brilliancy for the Republic in the Far East.—*Siam Free Press*.

RAUB.
The Singapore Directors of the Raub Australian Gold Mining Company have issued a communication to the shareholders recommending, on the advice of the Manager, the increase of the battery power of the Company from twenty to one hundred stamps.

Mr Bibby makes the recommendation because, after examination and development underground, he is assured that the Company has adequate material, in advance of present work of paying quality, in sufficient quantity to give continuous work for a considerable time, and that the cost of much greater capacity than that now in operation, Mr Bibby further urges the substitution of electricity for steam power, which latter would be entirely dispensed with. He is of opinion that the Directors observe that there is no doubt as to the very material advantage that the Company would gain by the change. It is proposed at a general meeting of the Company shortly to be held at Brisbane to put forward a resolution authorising the increase of battery power, and also suggesting that the shareholders now being made result in satisfactory prospects, the introduction of electricity. The Local Board supports these developments, and has sent a form of proxy to every shareholder.—*Straits Times*.

IMPRESSIONS OF JAPAN.
The writer of some very entertaining notes on a trip to Japan thus sums up in the *Singapore Free Press* the chief points that occurred to him:—

The pluck of the individual Jap.
The commercial immorality of the trading class.
The loyal and valiant patriotism of the people.
Their conceit and belief in their own power.
The courtesy of Government Officials to foreigners.
The public dislike of foreigners.
Their wonderful assimilation of European thought and manufactures.
That in spite of this there is a tremendous amount of make-believe civilization.
That Japan intends to boss the Pacific and rule China if she can.
That individually the Japs have pluck and cheek enough to dare anything.
That the number of Russian warships in Japanese ports looks ominous.
And that Japan has another war already in view.

That the globe-trotter usually goes into raptures over Japan and the Japanese.
Which is more than the permanent foreign residents do.

That there is little social commingling of East and West, and that in some European hotels.

Japanese travellers dine and sleep in a separate portion of the building.
That the native jurisdiction for foreigners is bitterly resented by the people it will affect.
That the police do not look out for tips, and may feel insulted if offered one.
That the class of Japanese immigrants we should try to get into the Straits are—Dhobies, Jirikishamen, telegraphists, factory apprentices, cooks, watchmakers, paid-plumbers, painters, compositors and jinnakshi builders—For a start.

That the railway is well managed even when compared with European lines, and that few countries in the world offer such cheap railway and telegraphic communications as Japan.

That the country roads of Japan are abominable, and that it is in the country one meets with the nicest people.

That the morality of the people before marriage, is no better than elsewhere—

